

Amendments to the Specification

The following amendments are hereby made to the Specification:

3. The paragraph at lines 1-9 of page 3 of the Specification (para. [0005] of the Published Application) is hereby amended as follows:

“In an alternative embodiment of the present invention, a retainer clip is attachable to each end of the crossbar. Each wheel can then be rotatably positioned at a respective end of the crossbar and held on the crossbar by a retainer clip. As so used, the clips provide for a quick connect/disconnect of each wheel with the crossbar. Additionally, the crossbar can be formed with a bow or bend in its center. For this embodiment, the bow is formed so that the crossbar is bent at an approximately forty-five degree (45°) angle in some embodiments to establish two identifiable grips on the crossbar. In other embodiments, the bend in the bow may be as small as approximately thirty degrees (30°). In yet other embodiments, the bend in the bow may be at any angle in the range between approximately thirty degrees (30°) and approximately forty-five degrees (45°). Specifically, each of these grips will be located between a respective wheel and the center of the crossbar.”

4. The paragraph at lines 10-19 of page 3 of the Specification (para. [0006] of the Published Application) is hereby amended as follows:

“In operation, each wheel of the device rotates about the axis defined between the ends of the crossbar, to move the device over a surface. Specifically, movement of the device over the surface can follow a variety of paths, depending upon the

particular exercise routine being followed by the user. In each instance, however, the device will be moved so that the body position of the user is changed during the routine. The object here is to allow muscle groups of the body to cyclically respond to the forces that are created as the body position changes. Preferably, in order to maximize the isometric response of the body, the axle friction is less than the rolling friction ~~and the coefficient of the rolling friction has a value approximately less than one inch.~~

5. The paragraph at lines 9-20 of page 5 of the Specification (para. [0018] of the Published Application) is hereby amended as follows:

“FIG. 2 shows an alternative embodiment of the present invention having a crossbar 16' formed with a bow 30, or bend, at the center of the crossbar 16. As shown, the bow 30 effectively establishes a grip 31a between end 20 and bow 30 of the crossbar 16'. Similarly, a grip 31b is established between the end 22 and the bow 30 of the crossbar 16'. Specifically, the bow 30 is bent at an approximately thirty degree angle, as illustrated by angles A and A' in FIG. 2, in some embodiments. In other embodiments, the bend in the bow (angles A and A') may be at an approximately forty-five degree angle. In yet other embodiments, the bend in the bow may be at any angle A, A' in the range between approximately thirty degrees and approximately forty-five degrees. Also shown in FIG. 2 is a first clip 32 that is attached to the first end 20 of the crossbar 16, and a second clip 34 that is attached to the second end 22 of the crossbar 16. Each of the wheels 12 and 14 can be rotatably attached to their respective ends 20 and 22 of the crossbar

16 by clips 32 and 34. The clips 32 and 34 of the present invention can be any quick connect/disconnect mechanism known in the art.”

6. The paragraph at lines 21-28 of page 5 of the Specification (para. [0019] of the Published Application) is hereby amended as follows:

“In the operation of the present invention, the hand grip 10 can be used on a surface 36 by a user 38 as shown in FIGS. 3A, 3B, and 3C. Specifically, each wheel 12 and 14 of the present invention rotates about the axis 18 in resistance to an axle friction that is generated between each wheel 12 and 14 and the crossbar 16. Also, a rolling friction is generated between each rim 24 of the wheels 12 and 14 over the surface 36. As intended for the present invention, the axle friction is less than the rolling friction ~~and the coefficient of the rolling friction has a value approximately less than one inch.~~”

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